



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

June 26, 2006

To: MCAC/Partnership EJ Subcommittee
Fr: James Corless
Re: Funding Analyses to Date for EJ Principle #2

Background

MTC's Minority Citizens Advisory Committee (MCAC) developed a set of four Environmental Justice principles that were recommended to the Commission in March 2006. The Commission adopted the first two EJ principles and asked staff to gather data and perform analyses to understand whether, and to what extent, inequities exist in current transportation funding patterns in the Bay Area.

As a reminder, the exact wording of EJ principle #2 reads as follows:

Principle #2 – Collect accurate and current data essential to defining and understanding the presence and extent of inequities, if any, in transportation funding based on race and income.

We are using the nine-cell matrix that we have discussed in previous EJ subcommittee meetings to guide the following analyses and discussion. The full matrix is presented as Attachment A. For the purposes of our initial discussion we are focusing on cell #1 (transportation funding by communities of concern), cell #4 (transportation funding by transit-dependent households) and cell #7 (transit funding by ridership of the major transit operators). Each cell has two components: an analysis of future planned funding (from 2005-2030, covering 25 years of funding under the Transportation 2030 Plan), and an analysis of actual expenditures over the last three years (covering the most recent period from FY2003 through FY2005). While staff initially believed an analysis back to

1998 possible, financial data is only readily available since fiscal year 2003, which is therefore the scope of this analysis.

Disclaimers and Assumptions

There are numerous assumptions that have been made in the analyses presented herein, and many limitations with much of the data presented. This deserves appropriate explanation here and should be used as a consistent set of disclaimers and footnotes to all the attached charts and tables.

- All the attached analyses, charts and tables are currently in draft form, and may be updated either within the next few weeks or as additional data becomes available over the coming months. There may be assumptions contained in the methodology for the analyses that prove to be problematic or inaccurate. All the data contained herein is a work in progress and presented here for the benefit of the MCAC and Partnership members of the EJ subcommittee, and should not be quoted or cited until additional feedback is solicited and staff review can be performed.
- Funding has been divided by “MTC Discretionary Funds” and “Non-Discretionary Funds” to better understand which fund sources MTC has a role in programming or allocating. This definition is taken from the existing annual MTC Discretionary Funding reports that have been published from FY2003-FY2005 (see Attachment B for complete list of discretionary fund sources). It should be noted, however, that there are funds within this definition of MTC discretion that cannot be moved from one transit operator to another, or from one county to another. Certain operators are also statutorily restricted from receiving certain fund sources.
- The sources for non-discretionary funding from FY2003-FY2005 are from external state and federal reports that are not published by MTC. Staff calculated non-discretionary funding for each of the transit operators by subtracting the annual discretionary expenditures tracked by MTC from the total funding tracked in each of the external reports. Due to different methodologies used, year-to-year discretionary and non-discretionary funding may not align accurately.
- In general, we have attempted to focus on the region’s seven largest transit operators on the basis of how much funding they receive. These seven operators (AC Transit, BART, Caltrain, Golden Gate, MUNI, Samtrans and VTA) account for more than 80% of total regional discretionary funding and more than 95% of total regional transit ridership. However, slightly different subsets of transit operators have been used for each analysis based on the availability of either demographic or expenditure data:

- In cell #1a, funding for all transit operators has been aggregated for the T2030 time period from 2005 to 2030. In cell #1b, only FY03-FY05 spending on seven of the region's largest fund recipients (AC Transit, BART, Caltrain, Golden Gate, MUNI, Samtrans and VTA) is readily available and thus incorporated in this analysis.
 - In cells #4a and #4b, only six of the largest transit operators (AC Transit, BART, Caltrain, MUNI, Samtrans and VTA) are included in the analysis since they are the only ones that collected data on auto availability from their patrons.
 - In cells #7a and #7b, only five of the largest transit operators (AC Transit, BART, Caltrain, MUNI, and VTA) are included in the analysis since they are the only agencies that have collected data on the race and ethnicity of their patrons.
- Much of the demographic data for transit passengers (race, ethnicity and auto availability) that provide the “denominators” used in attached analyses is taken from on-board surveys conducted by the major transit operators in the region. These on-board surveys have been conducted to date independently of one another and are thus problematic to compare side-by-side, though we have done that for these initial analyses. For instance, while we would like to disaggregate transit riders by both race/ethnicity and income, we are unable to do so given the differences in survey methodologies. Questions about auto availability for the purposes of the analysis in cell #4 were also asked differently in each of the transit passenger surveys, and so calls into question the reliability of this data and our ability to compare across different transit operators. Again, we have done so here for the purposes of comparison.
 - While T2030 funding is broken out by rehabilitation, operating and expansion expenditures, historical funding is only disaggregated by capital and operating expenses. Expansion projects are thus included in the definition of “capital” expenditures for FY03-FY05 funds and thus may not align accurately with the totals shown for capital expenditures in T2030.

Defining Equity by Distribution of Funds

No matter which particular analysis one looks at, the critical question that must be addressed is how to define equity based on the distribution of funding. Does equity mean that there should be an exactly equal share of transportation spending per capita by communities of concern vs. all other residents of the Bay Area? Or does an inequity in the distribution of funds only exist when differing by orders of magnitude? What do the different methodologies used in cells #1, #4 and #7 imply in terms of defining equity? At

this point, these are all unanswered questions and this analysis remains incomplete without them.

Other Considerations to Balance with Equity Goals

This subcommittee, other stakeholders and agencies, and the Commission itself must also recognize and weigh other, sometimes competing, policies and requirements that MTC is subject to. For example, federal transit (FTA) funding, known as Section 5307 and Section 5309, is apportioned to the region based on federal formulas that factor in measures such as population, population density, and transit passenger-miles. While MTC does not use a “return to source” factor in its programming choices based on that formula, a case could be made that such a consideration is warranted.

MTC also has a significant “fix it first” commitment to maintaining and repairing the existing transportation system. Staff strongly believes that any actions to strive for a more equitable distribution of funds must not come at the expense of maintaining and rehabilitating the region’s roads, highways, buses, trains and ferries. For the purposes of this analysis, both discretionary and non-discretionary capital funds that typically rehabilitate and maintain the transportation network have been included in the analysis to present a more complete picture of overall funding distributions. It would, however, be poor financial stewardship to redistribute any funding at the expense of maintaining the existing system.

Gaps in “Accurate and Current Data”

Given that EJ principle #2 is aimed at the collection of “accurate and current data,” one of the most obvious data gaps that these analyses show is the inconsistency of demographic data for the region's transit passengers. MTC and the region's transit operators are aiming to address this in a new transit passenger survey to be conducted in late 2006 that for the first time will collect accurate and consistent demographic data for every transit operator in the region. Gathering historical expenditure data from before FY2003 would also be helpful but may not be possible given the limitations on some of the financial records.

Details of Specific Funding Analyses

The following narrative explains the methodologies used for each of the analyses and provides some context and interpretation of the results to date.

(1a) T2030 funding by community of concern

This analysis is the initial one proposed by MTC staff and presented at the last EJ subcommittee meeting. T2030 funding categories are aggregated by either transit or roads, and apportioned by the relative usage of the transportation network in 2030 by residents of communities of concern vs. all others (using forecasted auto trips and transit trips). By 2030, communities of concern will make up 35% of the region's population and account for 46% of all transit trips and 31% of all vehicle trips. In other words, residents of communities of concern and all other residents will benefit from transportation funding in direct proportion to their use of the transportation system.

The disadvantage with this methodology is that the benefits from transportation funding are assigned to all users regardless of location. In other words, funding for eBART would benefit a resident of West Oakland who uses transit. The repair of a local street in a community of concern in Santa Clara County would benefit a driver in Solano County. Nevertheless, this analysis is useful in understanding the relative balance of expenditures on either roads or transit, and the resulting benefit that accrues to either residents of communities of concern vs. all other residents based on their relative use of the transportation system.

(1b) FY03-FY05 spending by community of concern

This is the same analysis as cell #1a, performed on the last three years of all transportation spending (FY2003-FY2005) aggregated by either transit or roads. Seven of the region's largest transit operators (AC Transit, BART, Caltrain, Golden Gate, MUNI, Samtrans and VTA) are included in this particular analysis since they are the only ones with historical non-discretionary funding data that is readily available (these seven operators comprise roughly 81% of all the passenger trips and 96% of all regional transportation funding). Spending is apportioned using transit trip and vehicle trip 'usage' statistics from 2005 by residents of communities of concern vs. all others.

The proportion of spending per capita that benefits communities of concern is slightly less than for the 25 year forward-looking analysis in part due to some significant expenditures on the seismic retrofit of the region's bridges over the last several years using RM1 funds (counted as an MTC discretionary fund source). In general, most of the public transit expenditures in T2030 are expected to increase towards the latter half of the T2030 timeframe and, as they do, the share of spending that will 'benefit' communities of concern is expected to increase.

(4a) T2030 funding by transit dependent households

This analysis assigns transit funding to transit dependent households based on the share of transit riders from each major operator who don't have access to a vehicle. Nearly all road and highway funds are assigned to non-transit dependent households with the

exception of the share of zero vehicle households that still produce a small share of all regional auto trips (zero vehicle households comprise 10% of all households and account for 1.2% of all auto trips). For example, 68% of VTA's riders have no access to an auto, thus 68% of VTA's funding is assigned to transit dependent households and 32% of VTA's funding is assigned to non-transit dependent households. For highway and local streets and roads funding, 1.2% of the total expenditures are assigned to transit-dependent households while the remainder (98.8%) is assigned to non transit-dependent households.

This particular analysis for T2030 funding covers the six major transit operators that have collected data from their patrons on auto availability. As described above, this data on auto availability is not consistent among all the operators and may have significant issues regarding its accuracy.

TABLE 1: METHODOLOGY FOR ANALYSIS IN CELL #4		
	Transit-Dependent Households	Non-Transit Dependent Households
Share of all regional households	All zero-vehicle households (10% of all households regionwide) plus roughly half of all partially transit dependent households (9.1% of all households regionwide)	All households where autos equal or outnumber workers (80.9% of all households) plus roughly half of partially transit dependent households (9.1% of all households)
Share of Benefit from Transit Spending	Funding for each of six major transit operators apportioned by each operators' share of riders <u>with no access to an auto</u>	Funding for each of six major transit operators apportioned by each operators' share of riders <u>with access to an auto</u>
Share of Benefit from Road Spending	1.2% of all funding for streets and highways	98.8% of all funding for streets and highways

It is important to note that in this analysis the definition of “transit-dependent” may not align well with income level. While many zero-vehicle households are likely to also be low-income households, this may not be the case for all zero-vehicle households. In addition, the definition of “partially transit-dependent households,” where workers in a household are greater than the number of vehicles, may also contain significant numbers

of middle or upper-income households where two adult workers share one car. And finally, the definition of “non-transit dependent households” where workers in a household equal, or are less than, the number of available autos may include significant numbers of low-income households. This is important for the purposes of this analysis since “transit-dependent” may not align well with our working definition of communities of concern specifically in terms of income. A more precise correlation between transit-dependent households and income level can likely be developed by staff in the near future.

That said, the analysis in cell #4a shows significantly more funding per transit-dependent household than for non-transit dependent households for both MTC discretionary fund sources and non-discretionary funds.

(4b) FY03-FY05 spending by transit dependent households

This is the same analysis as cell #4a performed on the last three years of transportation spending, with the same caveat that only six major transit operators are covered. There is a similar decrease in the share of MTC discretionary spending on transit-dependent households when comparing future funding (2005-2030) to actual spending in the last three years (FY03-FY05), likely due to the same expenditure patterns that are being picked up in cells #1a and #1b. Specifically, the FY03-05 expenditures on state highways and bridge rehab is higher proportionally than that projected in T2030. This may be partly attributed to higher seismic expenditures on the region’s bridges using RM1 funds, which are treated for the purposes of this analysis as an MTC discretionary action. Despite this decrease in proportional expenditures on transit-dependent households between T2030 and FY03-FY05, the analysis still shows significantly more expenditures per transit-dependent household than for non-transit dependent households for both MTC discretionary fund sources and non-discretionary funds.

(7a) T2030 funding by transit ridership

This analysis compares the proportion of all T2030 transit funding among five of the major transit operators (AC Transit, BART, Caltrain, MUNI and VTA) against the proportion of the total transit riders and the proportion of minority transit riders carried by these specific transit operators. Only the five transit operators that have conducted on-board surveys and have collected demographic data are included in this analysis. As noted above, the analysis would ideally analyze both race/ethnicity and income, but cannot incorporate this due to the limitations of the individual operator surveys.

As chart 7a shows, MTC discretionary funding is allocated in T2030 to AC Transit, Caltrain and VTA in greater proportion to the total share of either all riders or minority riders. MTC's discretionary funds are allocated to MUNI in lesser proportion to their share of total riders or minority riders and to BART in roughly equal proportion to their share of total riders or minority riders. Non-discretionary funds are allocated showing a

similar trend, except AC Transit receives less in proportion to their share of all riders or minority riders, and BART receives more.

It should be noted that the primary driver of discretionary funding sources in T2030 are FTA formula funds, TDA funding for maintenance and operations respectively, and RM1 rail reserves for expansion projects. Based on this, funding distributions among transit operators were influenced by their qualifying capital need — as determined by operator-submitted inventories of capital funding shortfalls — and eligibility for urbanized area FTA formula funds. The RM1 rail reserves were attributed to BART expansions and the Transbay Terminal (not included in this analysis).

Whether any of the proportional shares shown in table #7a and chart #7a are measures that truly define equity — or how disproportionate funding shares to ridership shares have to become to be considered "inequitable" — is an unresolved question that staff would like the subcommittee's feedback on.

A more detailed explanation for the funding patterns for T2030 analysis in cell #7a includes:

- The use of a separate federal urbanized area formula for San Jose (and thus only VTA and Caltrain) that provides a greater guaranteed source of federal transit funding for the south bay (for federal funding purposes, San Jose is separate Urbanized Area and San Francisco and Oakland are combined to form another Urbanized Area).
- Significantly more sales tax-generated TDA funds (counted as MTC discretionary funds) for Santa Clara County (i.e. VTA) in part due to the Silicon Valley economy, while significantly less sales tax-generated TDA funds in smaller counties like San Francisco (i.e. MUNI).
- Significant sources of voter-approved and statutorily-enacted dedicated funding (i.e. non-discretionary funds) for BART and VTA that include sales taxes and the recently-approved seismic bond.
- BART's significant capital funding need and securing 80% of the STP transit shortfall based on that identified need.
- Fewer significant sources of any guaranteed funding (i.e. non-discretionary funds) dedicated to the particular operator such as a dedicated sales tax or property tax for AC Transit, especially compared to other transit agencies.

(7b) FY03-FY05 spending by transit ridership

This is the same analysis as #7a performed on the last three years of transportation spending. Proportional shares are almost identical to those in the T2030 analysis

performed in cell #7a above, with the exception of a lower proportion of funding expended on BART relative to ridership. The higher proportion of funding expended on Caltrain relative to T2030 funding reflects recent significant expenditures on the rehabilitation of the commuter rail system with FTA funds to bring the rail line up to standard.

Conclusion

Staff looks forward to the subcommittee's discussion, comments and feedback on the analyses presented here of the regional distribution of transportation funds. Determining which measures are the most accurate reflections of "equity" in transportation funding and better defining what "equity" means in terms of transportation funding are two items where staff is looking for the subcommittee's insights and feedback.

**ATTACHMENT A:
MTC ANALYSIS UNDER EJ PRINCIPLE #2**

	Funding Inputs	Service Outputs	Mobility and Accessibility
All Funding By Communities of Concern	CELL #1 1a – T2030 1b – FY03-FY05	CELL #2	CELL #3 Equity Analysis <i>Small update completed</i>
All Funding By Transit-Dependent Households	CELL #4 4a – T2030 4b – FY03-FY05	CELL #5	CELL #6
Transit Funding By Operator By Ridership	CELL #7 7a – T2030 7b – FY03-FY05	CELL #8 e.g. Lifeline report	CELL #9

ATTACHMENT B: Definition of MTC Discretionary Fund Sources

Fund Sources	Total MTC Programmed and Allocated Funds for FY 2004-05
<u>Federal</u>	
FTA Section 5307	193,470,543
FTA Section 5309 Fixed Guideway	92,879,560
FTA Section 5310	2,655,000
FTA Section 5311	925,000
Surface Transportation Program (STP)	75,861,500
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	106,696,962
<u>State</u>	
State Transit Assistance (STA)	42,819,743
Regional Transportation Improvement Program (RTIP)	20,586,000
<u>Local</u>	
Transportation Development Act (TDA) Articles 4, 4.5 and 8	251,263,644
TDA Article 3	6,700,477
AB1107	59,457,522
AB664 Bridge Tolls	12, 860,559
Regional Measure 1 Bridge Toll Unrestricted 5% Funds	2,890,293
Regional Measure 1 Bridge Toll Ferryboat Capital 2% Funds	1,129,411
RM1 Regional Rail Extension Reserves	10,000,000
Regional Measure 1 Bridge Funds	164,122,844
Total	\$ 1,044,319,058

MTC Funding Analysis to Implement EJ Principle #2

TABLES & CHARTS

DRAFT – DO NOT QUOTE OR CITE

June 27, 2006

Summary Table 1a: T2030 Funding by Community of Concern by Usage

	CoC	Non-CoC
MTC Discretionary Funding	\$15,982,000,000	\$18,761,000,000
Non-Discretionary Funding	\$32,946,000,000	\$50,716,000,000
2030 Population	3,091,179	5,689,138
2030 Households	981,590	2,205,002

Per Capita Funding	MTC Discretionary Funds	Non-Discretionary Funds
CoC	\$5,170	\$10,658
Non-CoC	\$3,298	\$8,915

Per Household Funding	MTC Discretionary Funds	Non-Discretionary Funds
CoC	\$16,282	\$33,564
Non-CoC	\$8,508	\$23,000

Note: Summary Table 1a updated 6-27-06

**Chart 1a: T2030 Transportation Funding by
Community of Concern 2005-2030**

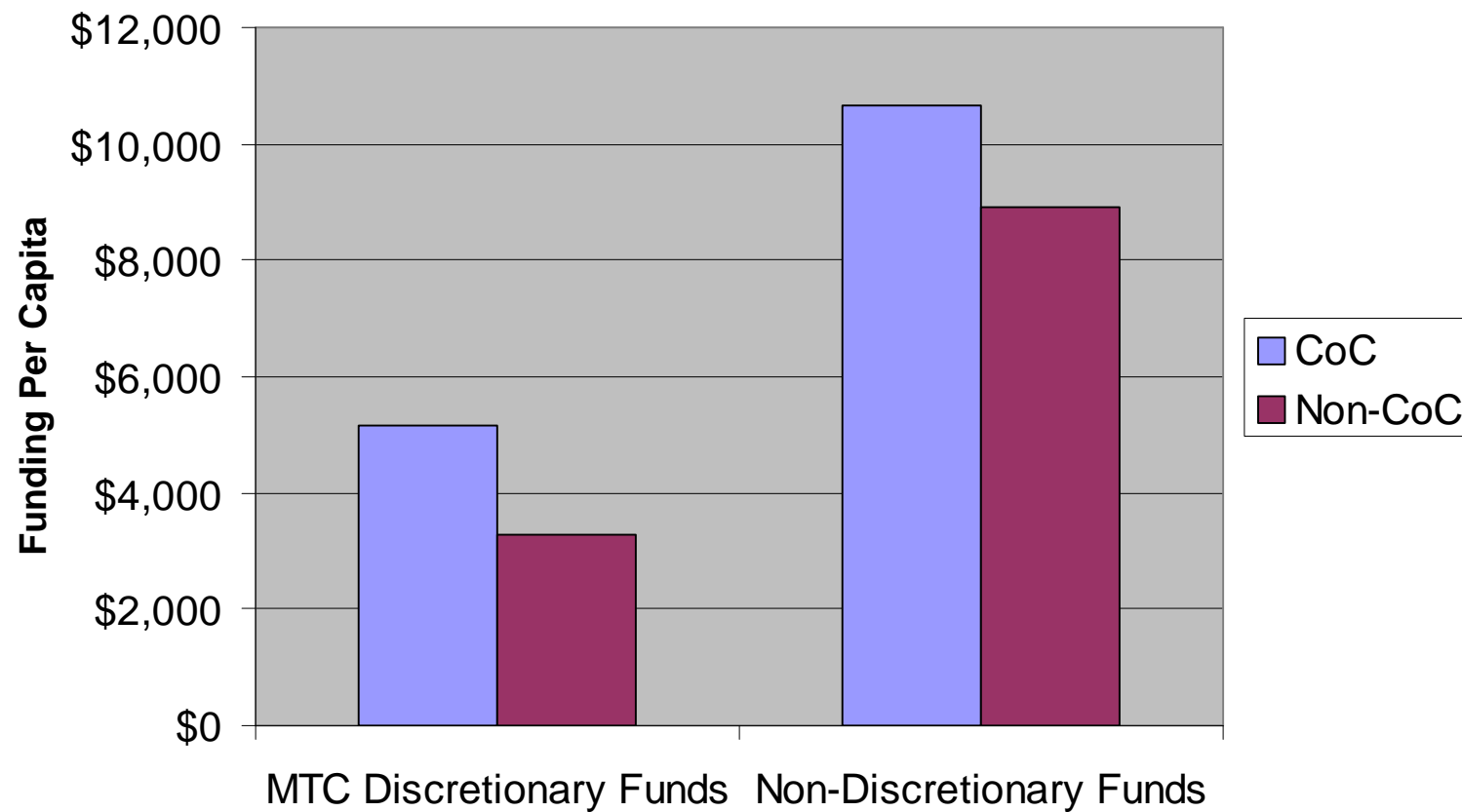


Table 1b: FY03-FY05 Transportation Expenditures By Usage (CoC vs. non-CoC)

	MTC Discretionary	Non-Discretionary	Subtotal
Local Streets and Roads	\$108,734,971	\$855,755,378	\$964,490,349
State Highway Rehab	\$646,910,386	\$1,115,024,000	\$1,761,934,386
State Highway Expansion	\$343,972,437	\$746,538,200	\$1,090,510,637
Transit Capital (Major Operators Only)	\$690,522,156	\$2,115,455,728	\$2,805,977,884
Transit Operating (Major Operators)	\$1,055,060,066	\$4,178,456,000	\$5,233,516,066
Subtotal Roads & Highways	\$1,099,617,794	\$2,717,317,578	\$3,816,935,372
Subtotal Transit (Major Operators)	\$1,745,582,222	\$6,293,911,728	\$8,039,493,950
TOTAL	\$2,845,200,016	\$9,011,229,306	\$11,856,429,322

Share Highways	39%	30%	32%
Share Transit	61%	70%	68%

	CoC	Non-Coc
2006 Auto Trip Share	28.3%	71.7%
2006 Transit Trips Share	43.7%	56.3%
2006 Population Share	33.2%	66.8%

	MTC Discretionary	Non-Discretionary	Subtotal
CoC Roads & Highways Spending	\$311,191,836	\$769,000,875	\$1,080,192,710
Non-Coc Roads & Highways Spending	\$788,425,958	\$1,948,316,703	\$2,736,742,662
CoC Transit Spending	\$762,819,431	\$2,750,439,425	\$3,513,258,856
Non-CoC Transit Spending	\$982,762,791	\$3,543,472,303	\$4,526,235,094
			\$11,856,429,322

	MTC Discretionary	Non-Discretionary	Subtotal
Total CoC Spending	\$1,074,011,267	\$3,519,440,300	\$4,593,451,566
Total Non-CoC Spending	\$1,771,188,749	\$5,491,789,006	\$7,262,977,756
			\$11,856,429,322

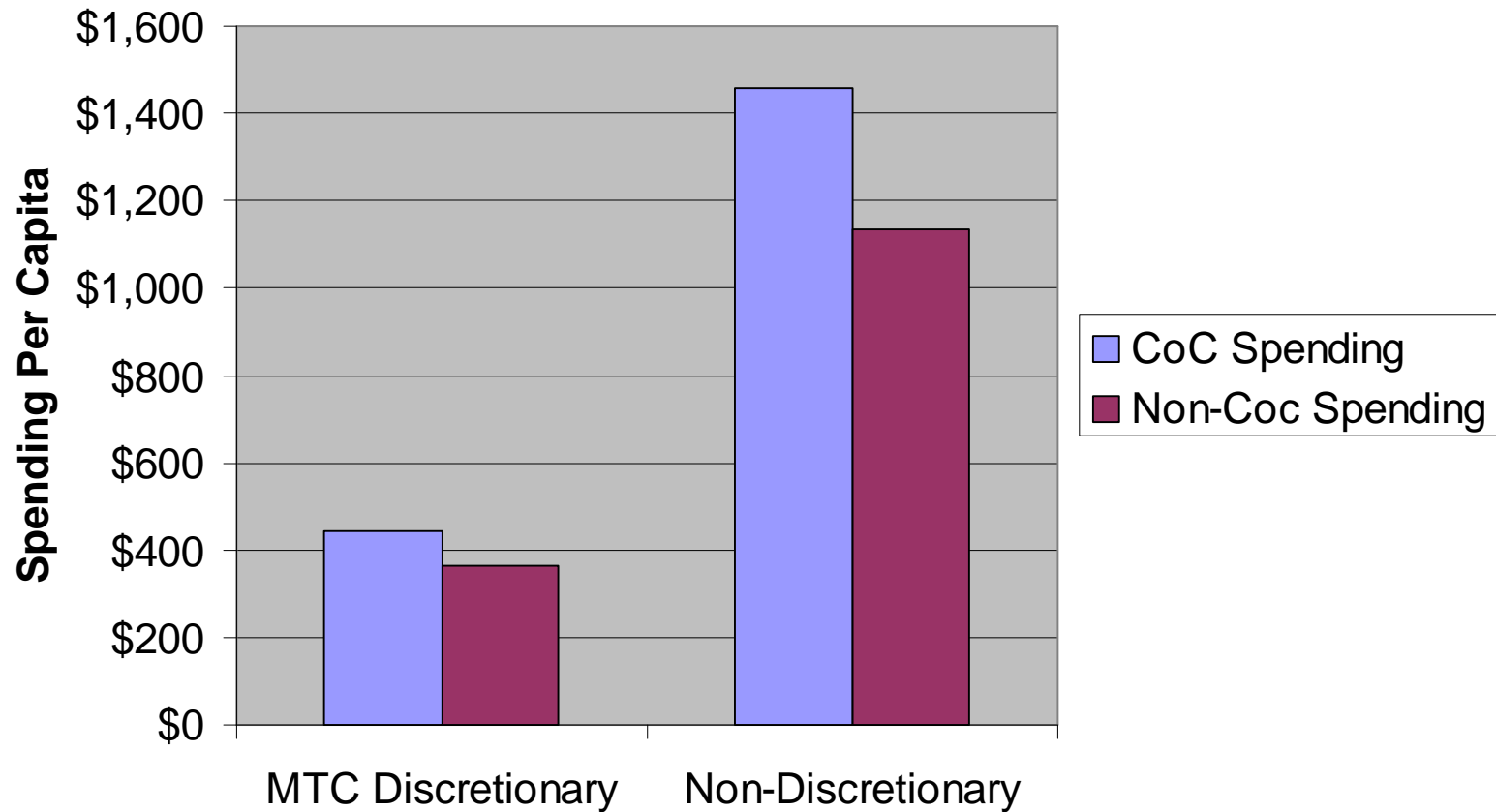
	CoC	Non_CoC	
2006 Population	2,411,570	4,849,069	7,260,639
2006 Households	749,167	1,856,307	2,605,474
Avg Household Size	3.2	2.6	2.8

Per Capita	MTC Discretionary	Non-Discretionary
CoC Spending	\$445.36	\$1,459.40
Non-Coc Spending	\$365.26	\$1,132.55

Per Household	MTC Discretionary	Non-Discretionary
CoC Spending	\$1,433.61	\$4,697.80
Non-CoC Spending	\$954.15	\$2,958.45

NOTE: Table 1b and Chart 1b UPDATED 6-27-06

**Chart 1b: Transportation Programming &
Allocations By Community of Concern FY03-FY05**



Summary Table 4a: 2005-2030 Funding by Transit Dependent Household

	MTC Discretionary	Non-Discretionary	Subtotal
Subtotal Roads & Highways	\$4,884,000,000	\$34,617,000,000	\$39,501,000,000
Transit Share for Transit Dependent Households	\$9,380,628,000	\$24,061,347,000	\$33,441,975,000
Transit Share for Choice Riders	\$8,255,156,000	\$24,387,885,000	\$32,643,041,000
Subtotal Transit (Major Operators)	\$17,635,784,000	\$48,449,232,000	\$66,085,016,000
TOTAL	\$22,519,784,000	\$83,066,232,000	\$105,586,016,000

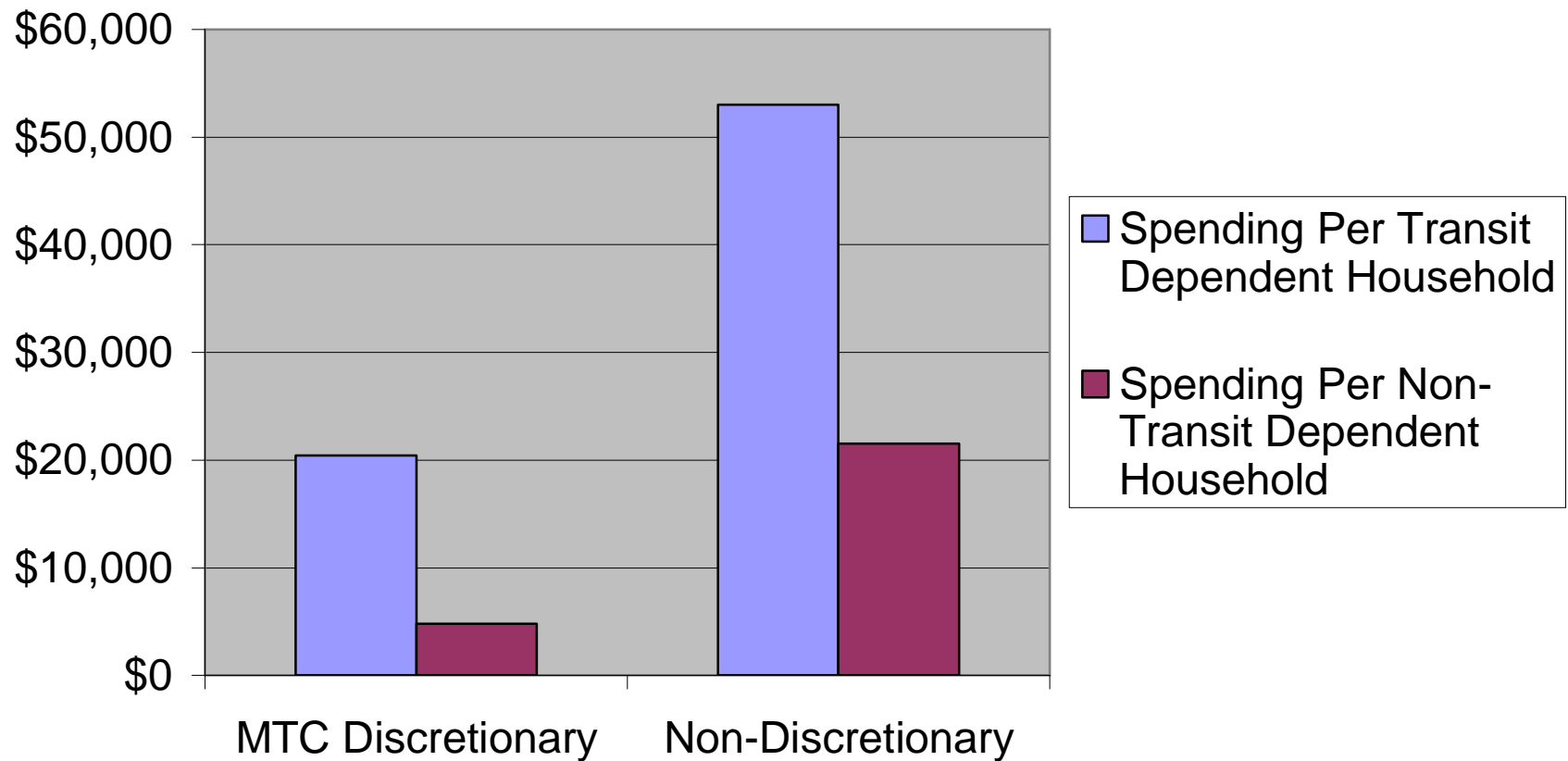
Households in 2030	3,186,592
Transit Dependent Households as % of all households	14.5%
Zero Vehicle Household Roadway Usage	1.2%

	MTC Discretionary	Non-Discretionary
Spending Per Transit Dependent Household	\$20,429	\$52,974
Spending Per Non-Transit Dependent Household	\$4,801	\$21,504

NOTE: Only Major Operators Included in Analysis: AC Transit, BART, Caltrain, MUNI, Samtrans and VTA

These are the only operators that collected data on auto availability for their passengers.

**Chart 4a: T2030 Transportation Funding Per
Transit Dependent Household**



Summary Table 4b: FY2003-FY2005 Programming by Transit Dependent Household

	MTC Discretionary	Non-Discretionary	Subtotal
Local Streets and Roads	\$108,734,971	\$855,755,378	\$964,490,349
State Highway Rehab	\$646,910,386	\$1,115,024,000	\$1,761,934,386
State Highway Expansion	\$343,972,437	\$746,538,200	\$1,090,510,637
Transit Capital (Major Operators Only)	\$638,332,352	\$2,102,643,819	\$2,740,976,171
Transit Operating (Major Operators)**	\$1,006,568,562	\$3,986,072,000	\$4,992,640,562
Subtotal Roads & Highways	\$1,099,617,794	\$2,717,317,578	\$3,816,935,372
Subtotal Transit (Major Operators)**	\$1,644,900,914	\$6,088,715,819	\$7,733,616,733
Transit Share for Transit Dependent Households	\$850,053,872	\$3,101,394,357	\$3,599,526,032
Transit-Share for non-Transit Dependent Households	\$794,847,042	\$2,987,321,462	\$4,134,090,701
			\$7,733,616,733
TOTAL	\$2,744,518,708	\$8,806,033,397	\$11,550,552,105

Households in 2000	2,466,000
Transit Dependent Household as %	14.5%
Zero Vehicle Household Benefit From Road Spending	1.2%

	MTC Discretionary	Non-Discretionary
Spending Per Transit Dependent Household	\$2,414	\$8,765
Spending Per Non-Transit Dependent Household	\$892	\$2,690

Notes: Transit Shares for Transit Dependent Riders Count Only Major Transit Operators

***Operators Included: AC Transit, BART, Caltrain, MUNI, Samtrans, VTA*

TABLE 4b: Transit Programming Summary FY2002 - FY2005

	AC Transit	BART	Caltrain	SF Muni	Samtrans	VTA	Total
Capital							
<i>Discretionary</i>	21,485,649	182,609,372	171,895,607	222,424,772	27,150,616	12,766,336	638,332,352
<i>Non-Discretionary</i>	81,999,788	679,948,076	139,626,079	328,757,374	38,618,262	833,694,240	2,102,643,819
Operating							
<i>Discretionary</i>	341,743,019	9,423,153	-	256,736,665	88,159,413	310,506,312	1,006,568,562
<i>Non-Discretionary</i>	420,357,000	1,325,652,000	195,375,000	1,123,675,000	245,531,000	675,482,000	3,986,072,000
Total Discretionary	363,228,668	192,032,525	171,895,607	479,161,437	115,310,029	323,272,648	1,644,900,914
Total Non Discretionary	502,356,788	2,005,600,076	335,001,079	1,452,432,374	284,149,262	1,509,176,240	6,088,715,819
Grand Total	865,585,456	2,197,632,601	506,896,686	1,931,593,811	399,459,291	1,832,448,888	7,733,616,733
Transit Dependent Riders	61%	43%	22%	45%	63%	68%	
<u>Discretionary Funds</u>							
Share of Funding for Transit Dependents	\$221,569,487	\$82,573,986	\$37,817,034	\$215,622,647	\$72,645,318	\$219,825,401	\$850,053,872
Share of Funding for Choice Riders	\$141,659,181	\$109,458,539	\$134,078,573	\$263,538,790	\$42,664,711	\$103,447,247	\$794,847,042
							\$1,644,900,914
<u>Non-Discretionary Funds</u>							
Share of Funding for Transit Dependents	\$306,437,641	\$862,408,033	\$73,700,237	\$653,594,568	\$179,014,035	\$1,026,239,843	\$3,101,394,357
Share of Funding for Choice Riders	\$195,919,147	\$1,143,192,043	\$261,300,842	\$798,837,806	\$105,135,227	\$482,936,397	\$2,987,321,462
							\$6,088,715,819
Notes:							\$7,733,616,733

1) Source for Discretionary funds is CEQA reports

2) Source of non-discretionary funds for operating is MTC Transit Statistical Summary and for capital NTD Reports.

**Chart 4b: FY03-FY05 Transportation Programming
& Allocations
Per Transit Dependent Household**

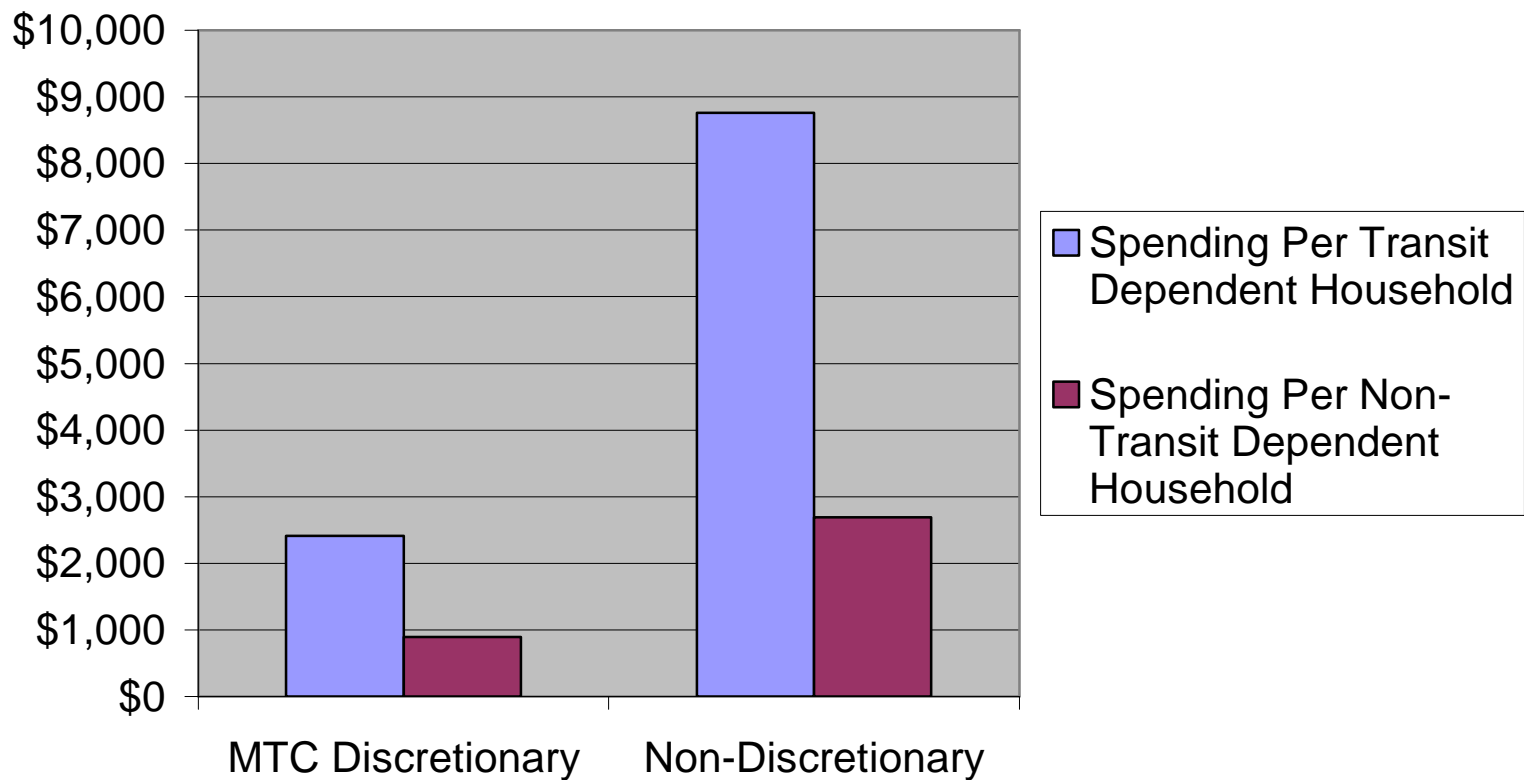


Table 7a: T2030 PROPORTIONAL FUNDING BY TRANSIT RIDERSHIP

	AC Transit	BART	Caltrain	GG	Muni	Samtrns	SCVTA	SUBTOTAL
Avg Annual Ridership (000)	65,731	96,392	8,008		222,766		46,738	439,635
Percent Minority Ridership	79%	56%	40%	TBD	50%	TBD	68%	57%
Total Minority Ridership (000)	51,927	53,980	3,203		111,383		31,782	252,275
Percent Share of Minority Riders on 5 Operators	21%	21%	1%		44%		13%	100%
Percent Share of all Riders on 5 Operators	15%	22%	2%		51%		11%	100%
CAPITAL FUNDS: T2030								
Non-Discretionary Funds (000)	\$0	\$1,696,091	\$363,075		\$638,557		\$184,873	\$2,882,596
MTC Discretionary Funds (000)	\$909,147	\$2,702,221	\$713,334		\$1,937,516		\$891,673	\$7,153,891
OPERATING FUNDS T2030								
Non-discretionary funds (000)	\$3,533,215	\$12,963,991	\$2,107,405		\$10,486,249		\$6,491,321	\$35,582,181
MTC discretionary funds (000)	\$2,877,251	\$391,343	\$46,180		\$2,519,881		\$2,732,579	\$8,567,234
SUBTOTAL CAPITAL + OPERATING								
Non-Discretionary Funds (000)	\$3,533,215	\$14,660,082	\$2,470,480		\$11,124,806		\$6,676,194	\$38,464,777
MTC Discretionary Funds (000)	\$3,786,398	\$3,093,564	\$759,514		\$4,457,397		\$3,624,252	\$15,721,125
SHARE OF CAPITAL & OPERATING FUNDS								
Percent of non-discretionary funds	9.2%	38.1%	6.4%		28.9%		17.4%	100.0%
Percent of MTC discretionary funds	24.1%	19.7%	4.8%		28.4%		23.1%	100.0%
EXPANSION (Res 3434)								
Non-Discretionary Funds (000)	\$264,000	\$1,767,000	\$1,222,650		\$694,000		\$4,149,008	\$8,096,658
MTC Discretionary Funds (000)	\$37,100	\$331,000	\$52,900		\$79,580		\$0	\$500,580
SHARE OF EXPANSION FUNDS								
Percent of non-discretionary funds	3.3%	21.8%	15.1%		8.6%		51.2%	100.0%
Percent of MTC discretionary funds	7.4%	66.1%	10.6%		15.9%		0.0%	100.0%

TABLE 7a (cont'd)								
TOTAL ALL T2030 TRANSIT FUNDS	AC Transit	BART	Caltrain	GG	Muni	SamTrns	SCVTA	SUBTOTAL
MTC Discretionary Funds (000)	\$3,823,498	\$3,424,564	\$812,414		\$4,536,977		\$3,624,252	\$16,221,705
Non-Discretionary Funds (000)	\$3,797,215	\$16,427,082	\$3,693,130		\$11,818,806		\$10,825,202	\$46,561,435

SHARE OF TOTALS	AC Transit	BART	Caltrain	Golden Gate	Muni	Samtrans	SCVTA	SUBTOTAL
Percent Share of all Riders on 5 Operators	15%	22%	2%		51%		11%	100%
Percent of Share of Minority Riders on 5 Operators	21%	21%	1%	TBD	44%	TBD	13%	100%
Percent of MTC discretionary funds for 5 Operators	24%	21%	5%		28%		22%	100%
Percent of non-discretionary funds for 5 Operators	8%	35%	8%		25%		23%	100%
Percent of Total Funding for 5 Operators	12%	32%	7%		26%		23%	100%

Chart 7a: Proportional Share of T2030
Transit Funding vs. Ridership

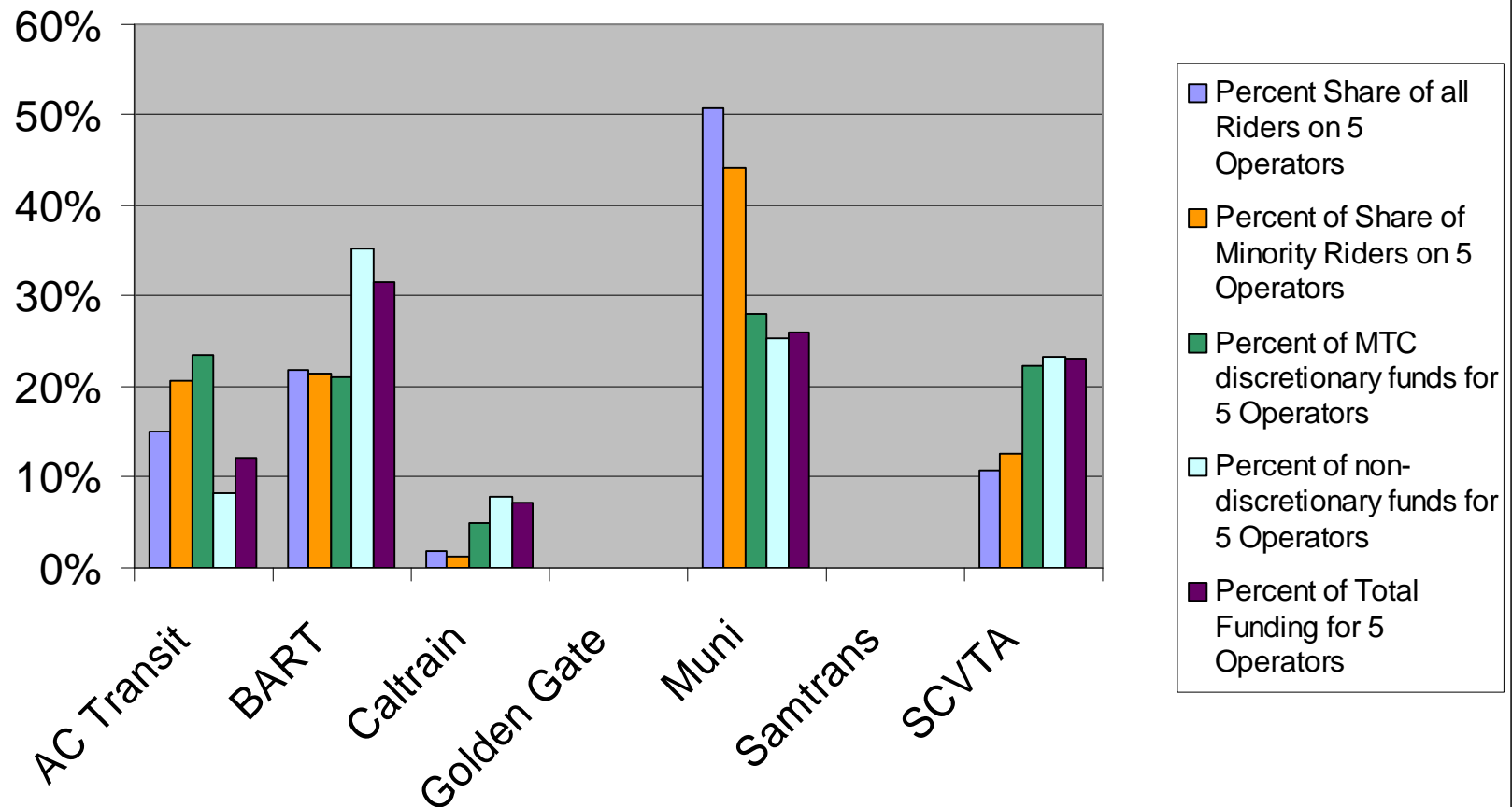


TABLE 7b: Transit Programming Summary FY2003 - FY2005

	AC Transit	BART	Caltrain	SF Muni	VTA	Total
Capital						
<i>Discretionary</i>	21,485,649	182,609,372	171,895,607	222,424,772	12,766,336	611,181,736
<i>Non-Discretionary</i>	81,999,788	679,948,076	139,626,079	328,757,374	833,694,240	2,064,025,557
Operating						
<i>Discretionary</i>	341,743,019	9,423,153	-	256,736,665	310,506,312	918,409,149
<i>Non-Discretionary</i>	420,357,000	1,325,652,000	195,375,000	1,123,675,000	675,482,000	3,740,541,000
Total Discretionary	363,228,668	192,032,525	171,895,607	479,161,437	323,272,648	1,529,590,885
Total Non Discretionary	502,356,788	2,005,600,076	335,001,079	1,452,432,374	1,509,176,240	5,804,566,557
Grand Total	865,585,456	2,197,632,601	506,896,686	1,931,593,811	1,832,448,888	7,334,157,442
% of Operator Total	AC Transit	BART	Caltrain	SF Muni	VTA	Total
Discretionary	42%	9%	34%	25%	18%	21%
Non Discretionary	58%	91%	66%	75%	82%	79%
% of Regional Total						
Discretionary	24%	13%	11%	31%	21%	100%
Non Discretionary	9%	35%	6%	25%	26%	100%
Annual Ridership (Avg 01-04)	65,731	96,392	8,008	222,766	46,738	439,635
Percent Minority Ridership	79%	56%	40%	50%	68%	57%
Minority Ridership Per Yr	51,927	53,980	3,203	111,383	31,782	252,275
	AC Transit	BART	Caltrain	SF Muni	VTA	
Percent Share All Riders on 5 Operators	15%	22%	2%	51%	11%	100%
Percent Minority Rider Share on 5 Operators	21%	21%	1%	44%	13%	100%
Percent MTC Discretionary Funding for 5 Operators	24%	13%	11%	31%	21%	100%
Percent Non Discretionary Funding for 5 Operators	9%	35%	6%	25%	26%	100%
Percent Funding All Sources for 5 Operators	12%	30%	7%	26%	25%	100%

**Chart 7b: FY03-FY05 Transit
Programming & Allocations vs. Ridership**

